

have concerns with our hospitals. Medicare has become a huge factor in whether or not hospital doors remain open, whether or not there are physicians in our communities, and we need to continue to find ways that we can reimburse our health care providers in rural America who are 60, 70, 80 and even 90 percent of the patients that those hospitals treat and that are seen by our physicians are Medicare recipients.

In addition, we have issues related to small businesses. How do we keep our businesses on Main Street? Clearly, the tax burden, the rules and regulations that we in Congress and those in administrations, current and past, have placed upon our business community have a huge impact. We do not have more customers everyday who move to our communities for our businesses to sell to, to spread those increasing costs among. So we in Congress have an obligation to oversight, to reign in those rules and regulations that lack common sense and that are not based upon science, because the end result of failing to do so means that the business community in rural America suffers.

It is also important for us to have adequate transportation, to make certain that our railroads, our highways, our airports and aviation are functioning, that people who live in rural America have access to the rest of the world. Of course we have concerns about the consequences of losing passenger train service across long distances of our country. I look forward to working with my colleagues in that regard.

Finally, I would say education and technology are important to rural America. We need to do our part to make certain that our Federal mandates are paid for. The consequences of our failure to pay for IDEA has a huge effect upon those who try to finance local school districts through the property tax levy.

So we have our work cut out for us as we look at educational issues to make sure that what we require, we pay for. It is important for us to make certain that the rural communities and the people who live there are not left behind as the rest of the world accesses technology. It is important to us to have fiber optics and Internet and broadband services; things that used to have to be done in the city can now be done in rural places across the country.

So despite all of our challenges, we know what the issues are. We must work together, rural and urban America, to try to make a difference in the lives of all Americans. But I will tell my colleagues that despite the problems in 66 counties during the last few weeks, I remain optimistic because the people are there to make a difference.

□ 1930

The SPEAKER pro tempore (Mr. FLAKE). Under a previous order of the House, the gentleman from Illinois

(Mr. LIPINSKI) is recognized for 5 minutes.

(Mr. LIPINSKI addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

TRIBUTE TO LIEUTENANT (J.G.) RAFE WYSHAM, USN

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Oregon (Mr. WALDEN) is recognized for 5 minutes.

Mr. WALDEN of Oregon. Mr. Speaker, I rise this evening to pay tribute to a young Oregonian serving our country abroad as part of Operation Enduring Freedom. Lieutenant Junior Grade Rafe Wysham, a native of Madras, Oregon, is currently assigned as an F-14 Radar Intercept Officer aboard the U.S.S. *John F. Kennedy* in the Arabian sea.

Mr. Speaker, Lt. Wysham is a third-generation naval officer. His grandfather, a veteran of the Second World War, served on a destroyer and received the Purple Heart. Rafe's father, Bill, served as a tactical coordinator on a P-3 naval aircraft in Vietnam. In short, Mr. Speaker, the Wysham family is not unfamiliar with the sacrifices that attend service in the United States Armed Forces.

After his graduation from Madras High School in 1994, Rafe entered the United States Naval Academy, where he graduated in 1998 in the top 10 percent of his class. Following his graduation from the academy, Rafe was sent to flight school in Pensacola, Florida, followed by advanced training in Norfolk, Virginia. His assignment to the U.S.S. *Kennedy* marks his first overseas deployment.

Mr. Speaker, on March 3 of this year, Lieutenant Wysham was confronted with a sobering reminder of the danger he faces every time he straps himself into his Tomcat and is catapulted into the sky.

That day during takeoff on a routine training mission in the Mediterranean Sea, Rafe's aircraft developed a problem that prevented it from gaining enough airspeed to take flight. Nevertheless, the carrier's catapult system launched the plane forward too fast to abort the takeoff, but too slow to make it into the air. The aircraft's pilot, Lieutenant Commander Christopher M. Blaschum of Virginia Beach, immediately called for both to eject.

Rafe complied, but blacked out from the force of that ejection. Tragically, while Rafe's parachute opened and delivered him safely to the water below, Commander Blaschum's chute failed and his life was lost.

Lieutenant Wysham woke to find himself floating in the water in full gear, directly in the path of one of the world's most lethal warships. Cutting away his seat pan, he swam desperately to escape the oncoming carrier, which passed within 20 feet of him. Fortunately, Rafe survived.

Mr. Speaker, the loss of his pilot was a devastating blow to Lieutenant

Wysham, his shipmates aboard the U.S.S. *Kennedy*, and the entire naval family. Commander Blaschum leaves behind a wife and two sons, Jack and Max, who will carry the memory of their father's service and his ultimate sacrifice as long as they live.

Mr. Speaker, Lieutenant Wysham would probably be mortified to know that he is being honored on the floor of the United States House of Representatives today. He is not the sort who seeks public recognition for his service to our country. Neither is he the sort to dwell on his own mortality, or let the fear of the unexpected keep him from completing his vital mission.

Indeed, Rafe was back up in the air less than a week after the accident, and in an e-mail to his mother shortly after the incident, Rafe wrote, "I entered this business knowing something like this could happen." Like the thousands of men and women in uniform fighting the war on terrorism, Lieutenant Wysham simply accepts his reality, and he marches on.

Mr. Speaker, the author, James Michener, wrote a famous story of another group of naval aviators whose service in the Korean War bears close resemblance to that of the men and women serving in harm's way today. In his novel, the *Bridges at Toko-Ri*, Michener tells of an officer named Harry Brubaker, a lawyer who had fought as a carrier pilot in World War II, and then was recalled to fight again in the skies over Korea. Brubaker is not at all pleased with the turn of events, but tucks in his chin and accepts his duty, nonetheless.

Brubaker's task force commander is a salty old admiral named Tarrant, who develops a deep but well-concealed affection for the young pilot. Tarrant describes him as one of the men who "hammer on in, even though the weight of the war has fallen unfairly on them. I always think of them as the voluntary men. The world is always dependent on the voluntary men."

In the end, Brubaker is lost pressing the attack on the bridges, leaving the old admiral reeling in the loss of one of his boys. On the final page of the book, he asks himself the question that haunts us all when we learn of the heroism of our men and women in uniform: "Why is America lucky enough to have such men," he asks. "Where did we get such men?"

Mr. Speaker, in this case, we got them from the small town of Madras, Oregon, and the bigger city of Virginia Beach, Virginia. Thank God we have them, voluntary men, like Rafe Wysham and Chris Blaschum. We should be forever grateful on that account.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from the District of Columbia (Ms. NORTON) is recognized for 5 minutes.

(Ms. NORTON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)